

Bicycle Advisory Engineering Subcommittee Meeting
Tuesday, March 14, 4pm
Room 100AB, Public Service Building

Members present: Aaron Shaffer, Deanna Newman, Janice Gepner, Tyler Pederson, Andy Lambert, Dan Miller, Adrienne Bockheim, Karl Hedlund, Kadence Novak

Staff present: Andrew Degerstrom

Guests present: Luke Hanson (Public Works), Fontaine Burruss (Public Works), Peter Bennett (Public Works), Drew Schmitz (Public Works), Nathan Ellingson (Hennepin County), Haila Maze (Bolton & Menk), Steven Voelkner (Stantec)

Johnson Street NE & I-35W Intersection Reconstruction

Presentation

- 20% status
- Intersection of Johnson + 35W + Quarry, focused on intersection + connections up to 18th.
- MNDOT, City, Quarry -- all needing to coordinate; plus Metro Transit routes on there
- Bike facilities at 18th Avenue (east/west); multi-use through Quarry
- Right now wide intersection, slip lanes
- Two potential designs, one is a roundabout, other is signalized intersection but shrinking footprint → chose signalized intersection.
- Remove slip lanes, reduce footprint – current crossing 160 feet, proposed design shrinks to 80 feet. Adds a protected median.
- Working with Metro Transit to shift bus stop closer to intersection.
- Replacing sidewalk with MUP to connect to existing MUP near Quarry.

Questions:

- Bikeway between USPS and Home Depot – can we make sure that gets plowed? (private owned?)
- Bikeway funded by FY 2025
- Possible stormwater improvements (no answer about that, but they're scheduled – greenspace is polluted, but might still be able to do it)
- Why not the roundabout? (pedestrian safety with mass of traffic, traffic analysis showed intersection might lock up traffic onto 35W ramps)
- How wide would multiuse paths be, would they be striped? (10f north/south, east/west is 8', not anticipating striping)
- Asking about some notice (small bike/ped paint) to let people know bikes are allowed.
- Is 10' standard or is it constrained? Can some portions be 12'?
- Resolution? Dan interested in writing.

Hennepin-Dunwoody Bikeway

Presentation:

- Will formalize Cedar Lake Trail detour and make it permanent
- Construction 2024 or 25 (but likely not as fast as '24)
- Preliminary design phase/around 15-20%, will be back closer to final design
- Between 12th and Cedar Lake Trail; also a connection near Loring park.
- CLT entrance will be near new light rail stop, plus e-line BRT near MCTC (and the 6 and 4 routes for buses)
- Other projects: Driveway to Dunwoody will be rebuilt, MNDOT will build a crosswalk under 94, E-Line + LRT – all connected
- Not full reconstruction, but due to grant funding we can fully-rebuild a trail at sidewalk level in some places (places most dangerous or with most modes)
- Adding intersection safety, so many streets intersecting, big changes in new suggestions with much less paving + more green infrastructure.
- On western end that is future LRT station, then to 94/under would be two-way trail on north side of street + sidewalk next to it (crossing improvements, including near 394; at college entrance) – all sidewalk height; at 94 will cross under and get to big intersection, then eastern half in DT will be two one-way bike lanes. Basilica Intersection will be where two-way becomes one way + connects to Loring Park.
- Two right turn lanes eastbound Dunwoody on south side to travel south on Lyndale.
- At 17th/Hennepin intersection two-way diverges to be two one-ways.
- Connection to Loring Park will be unbroken, extension of trail
- Chance Hennepin gets bus-only lane (two lanes of traffic in each direction)
- Bikeway is street level after Maple St. S, come up to sidewalk height at intersections

Questions:

- Will bikeway be striped where two-way? (yes)
- Raised crossings? (in some places)
- Where will stoplights be near Basilica? (still figuring it out, lots of infra needed)
- Where is parking under 94? (access at 17th on north side)
- Slide no. 14: Can we get a curb cut so that cyclists moving northbound on Hennepin north of 15th can enter the new path on the east side of the street? Especially since the on-street buffered lane seems to disappear near the intersection. (Hope that makes sense.)

Franklin Avenue Reconstruction (Lyndale to Chicago)

Presentation:

- Nathan with Hennepin County + Haila
- Last here in September
- New conceptual sections to share today
- On city + county's bicycle master plans
- Study started in 2019, and a lot of great feedback already

- Just before design phase
- East of Lyndale to Chicago is focus area
- Many survey responses in English and Spanish – Spanish submissions had a lot of mentions of safety for vulnerable non-motorized users.
- Narrow right-of-way, but strong support for ped/transit/bike needs
- No dedicated parking lane
- Meeting with small businesses
- Concepts –
 - Segments: Lyndale to 1st, 1st to Clinton (most constrained), Clinton to Portland, Portland to Chicago
 - Segments 1 + 4: 80ft ROW, 67ft effective ROW; Center median concept (raised median separating directions of car traffic, bike lane is on its own + sidewalk); Two-way left turn lane/driving center lane (other parts are the same for the most part); Two lane concept – no median or center turn lane (wider boulevards)
 - Segment 2: 59ft effective ROW; Constrained. Center median concept – has MUP for bikeway and ped zone; center turn lane concept; two lane concept with MUP; Center lane Concept with bike lanes on street (unprotected)
 - Segment 3: No concepts yet, bridge is new and there won't be a new bridge deck
- Open house Monday, March 20 at 4 p.m.

Questions:

- Has parking been removed? (not shown, but not decided yet)
- For Concept 3A can curb height bikeway be used? (challenge is every intersection)
- Can we narrow travel lanes for Concept 3A so that bikeway has enough space?
- Pedestrian-scale lighting? (yes)
- Bridge – curb protection possible or bollards/paint?
- Light poles + signage?
- Raised crosswalks? (will look at them at side streets) + bumpouts
- Park and Portland right-sized? (yes, actually a separate project already starting to be underway)
- Transit? Route 2 (metro transit wants to stop in-lane instead of pulling out)
- Emergency vehicles?
- Trees? Plan to talk to neighbors? (most people agree that Franklin is flawed and needs to be fixed)
- Stormwater management? Talking about it and eager to get into the weeds about it.
- Resolution? Yes.